

# The Hongkong Telegraph.

(ESTABLISHED 1851.)

NEW SERIES No. 5773.

四月十二日星期四

WEDNESDAY, MAY 20, 1908.

三年期

五月十二日星期五

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

YOKOHAMA SPECIE BANK.  
LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000

RESERVE FUNDS ..... " 15,120,000

Head Office—YOKOHAMA.

Branches and Agents—

TOKIO, CHEFOO.

KOBE, TIENSIN.

OSAKA, PEKIN.

NAGASAKI, NEWCHWANG.

LONDON, DALNY.

LYONS, PORT ARTHUR.

NEW YORK, ANTUNG.

SAN FRANCISCO, LIOYANG.

HONOLULU, MUKDEN.

BOMBAY, TIE-LING.

SHANGHAI, CHANG-CHUN.

HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposit—

For 12 months ..... 5% p.a.

" 6 " ..... 5% " "

" 3 " ..... 5% " "

TAKEO TAKAMICHI,

Manager.

Hongkong, 23rd March, 1908. [23]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$1,500,000

RESERVE FUNDS—

Sterling ..... \$1,500,000 at 2/— = \$1,000,000

Silver ..... \$1,500,000

RESERVE LIABILITY OF PROPRIETORS \$1,500,000

COURT OF DIRECTORS:

Hon. Mr. Henry Kewick, Chairman.

E. G. Goetz, Esq., Deputy Chairman.

E. G. Barrett, Esq.

E. Shillim, Esq.

E. Friesland, Esq.

A. Fuchs, Esq.

Hon. Mr. H. A. W.

G. S. Gubbay, Esq.

Slade.

C. R. Lehmann, Esq.

H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 15th May, 1908. [24]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,350,000

ABOUT MEX \$7,322,222

RESERVE FUND ..... GOLD \$3,350,000

ABOUT MEX \$7,322,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum

6 " 4 " "

3 " 3 " "

2 " 2 " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

NEEDERDSCHEN HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L3,750,000).

RESERVE FUND FL 5,378,375 (about £48,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paksoe, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [26]

## Hotels.

**HONGKONG HOTEL.**

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

A. F. DAVIES,

Manager. [27]

Hongkong, 21st June, 1907.

**CONNAUGHT HOTEL,**  
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL  
SITUATED IN THE MAIN-STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Hot and Cold Water throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties of Families.

For Terms apply to

THE MANAGER & AGENT.

## Mails.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL OF REMARKS.

MOJI, KOBE & YOKOHAMA { PALERMO ..... About 22nd Freight only.

Capt. J. B. Ferguson ..... May.

SHANGHAI, MOJI, KOBE & NAMUR ..... About 22nd Freight and

YOKOHAMA ..... Capt. H. W. Kewick, R.N.R. May. Passage.

SHANGHAI ..... { ARCADIA ..... About 28th Freight and

Capt. A. L. Valentini ..... May. Passage.

LONDON, &c., via usual Ports { DELTA ..... 16th May. See Special

Capt. B. W. Snow ..... Noon. Advertisement.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 20th May, 1908. [28]

## Intimations.

**LANE, CRAWFORD & CO.**  
(TELEPHONE 97).

## NEW STOCK OF

LADIES' BATHING DRESSES.

## MEN'S

SWIMMING COSTUMES

AND

BATHING SUITS

(ONE AND TWO PIECE).

## NEW BATH ROBES.

**CHRISTY'S BATH TOWELS.**

**LANE, CRAWFORD & CO.** [29]

CHAMPAGNES, SHERRIES, HOCKS & MOSELLES, BRANDIES,  
MARSALAS, GINS, MADEIRAS, WHISKIES,  
BERLINES, PORTS, CLARETS, BITTERS,  
TSAIGUAN, YOKOHAMA, BURGUNDIES, LIQUEURS,  
MENDELSON & CO., CLAIRET, BURGUNDIES, ALES, BEERS & STOUTS.

Telep. no. No. 75.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

## CHAMPAGNE.

**G. H. MUMM & CO.**

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

## KOWLOON HOTEL.

BY SPECIAL REQUEST.

OUR

NEXT MUSICAL DINNER

will be served on

Ships.

# NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
MANILA, NEWGUINEA, BRIS.	"PRINZ SIGISMUND".....	THURSDAY,
DANE, SYDNEY and MEL.	Capt. D. Lest .....	5 P.M., 12th May.
BOURNE .....		
KUDAT and SANDAKAN.....	"BORNEO".....	TUESDAY,
	Capt. F. Sembill .....	9 A.M., 26th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN .....	"BURLOW".....	WEDNESDAY,
	Capt. H. Formes .....	Noon, 3rd June.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA .....	"KLEIST".....	About WEDNESDAY,
	Capt. R. Meyer.....	3rd June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 20th May, 1908.

[18]

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS. TO SAIL ON  
SHANGHAI, KOBE, YOKOHAMA, TONKIN..... Charbonnel, 25th May, afternoon.  
MARSEILLES, VIA PORTS..... YARRA..... Seller, 26th May, 1 P.M.  
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA..... Broc, 8th June, P.M.  
MARSEILLES, VIA PORTS..... ERNEST SIMONS..... Girard, 9th June, 1 P.M.

Transhipment on the Co's Steamers, at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,  
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 12th May, 1908.

[14]

## CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.  
ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES " 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND..... PASSENGERS to OVERLAND and EUROPE} via VANCOUVER.

YOKOHAMA—VANCOUVER..... 13 DAYS.

LONDON and PARIS .....

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

\* AMIRAL MAGOM..... 4th June 1 MALTE..... 12th Oct.  
\* AMIRAL EXELMANS .. 25th July 1 CEYLAN..... 26th Nov.  
\* OUESSANT ..... 27th Aug. 1 CORSE ..... 1st Jan.

No passengers. \* Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 8th May, 1908.

[460]

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

### HONGKONG WU CHOW LINE.

THE Steamers "LINTAN" and "SAN-UI".  
ALL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.  
These steamers have excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXALERATING.

For further information apply to BUTTERFIELD & SWINEY AGENTS.

WEST RIVER BRITISH STEAMSHIP COMPANIES

Hongkong, 20th May, 1908.

Intimation.

## THE YOKOHAMA DOCK CO., LTD.

### NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

### NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 13th, 1908.

## THE GREAT WALL OF CHINA.

Further communications have been received from Dr. M. A. Stein concerning the results of his geographical and archaeological expedition in Central Asia. They are dated Kara-Shahr, Dec. 10, 1907. Dr. Stein's first move from Abul, led towards the great snowy range south, which forms the watershed between the Su-lai-ho and Tun-huang rivers. In spite of very massive construction, all lines of walls facing east, and thus standing across the direction of the prevailing winds, have been completely breached, and, in many places effaced to their very foundation, while the walls facing north and south have escaped almost uninjured.

After surveying the great chain of glacier-crowned peaks which overlooks the barren outer ranges and desolate plateaus of the Nan-shan west of the Su-lai-ho, Dr. Stein and his companions made their way over hitherto unexplored ground to the foot of the mountains near the famous Chia-yu Kuang gate of the "Great Wall."

Here a short stay enabled him to clear up an archaeological problem of considerable historical interest in connection with the "Great Wall."

The imposing line of this wall which bends round the westernmost part of the Soochow oasis and extends to the very

foot of the Nan-shan, has always been represented in books and maps as the end of the ancient "Great Wall" guarding the northern border of Kansu. Yet with this assumption it was difficult to reconcile certain early Chinese notices which seemed to place that famous gate much further to the west, and still more forcibly there spoke against it the remains of that ancient *limes* which Dr. Stein's explorations in the spring had revealed as extending from An-shi westwards into the desert of Tun-huang.

Careful examination on the spot disclosed near Chia-yu Kuang the junction of two lines of frontier defence of widely different age and purpose.

One line, represented by the crumbling wall of stamped clay which runs along the whole northern border of the Soochow and Kan-chou districts, was proved by certain ruins to have originally continued westwards in the direction of An-shi and the Tun-huang lines, and to date, like the latter, from the second century B.C.

Its manifest purpose was to safeguard the narrow belt of oasis along the north foot on the Nan-shan, which was indispensably needed as a passage into Eastern Turkestan when Chinese political and commercial expansion towards the "Western regions" had commenced under the first Han dynasty.

The second line, which meets this ancient wall at right angles and through which the Chia-yu Kuang Gate leads, was shown to be of far less ancient construction, and probably does not go back further than the 15th-16th century A.D.

It was built for the very different purpose of closing the great route towards Central Asia and the West, at a period when China had once more resumed her traditional attitude of seclusion.

Soochow, the first town "within the wall" served as base for Dr. Stein's expedition into the Central Nan-shan.

The Chinese settlers of the Kan-shu, oasis, entertain a great dread of the mountains, which, in spite of excellent grazing grounds and other natural advantages, remain to them a *terre incognita* beyond the outer skirts of the Richthofen range.

Guides were obtainable only as far as the broad plateau-like valley between this and the Tali-shan range, where some gold pits situated at an elevation of about 13,000 ft. are worked for a few months annually by small parties of more venturesome people coming from the side of Hsi-ching.

After leaving these exposed mining camps, where the snow had barely melted by the beginning of August, no human beings were met with until the travellers, towards the close of the month, came upon Mongols grazing in the valley south of Kan-chow.

By marches covering an aggregate of over 400 miles Dr. Stein and his party managed during August to cross and survey in detail the three northernmost ranges of the Central Nan-shan, all rising to peaks of 18,000-19,000 ft., between the longitudes of Soochow and Kan-chow.

All the rivers descending to those oases, as well as the Su-lai-ho, which flows towards Tun-huang, were explored to their glacier-fed sources.

The magnificent ice-crowned range which divides the headwaters of the Su-lai-ho from the Koko-nor and Khar-nor drainage was also surveyed along the whole length of its north face.

It was curious to meet in the wide mountain-girt basin, *cir.* 13,000 ft. above the sea, where the Su-lai-ho gathers its main source, the same combination of marshes and drift sand areas, which is the characteristic feature of the desert depression where the river dies away between Tun-huang and Lop-Nor.

From there Dr. Stein and his party made their way over difficult bog-covered uplands into the unexplored alpine tract where the Ta-tung river, the northernmost large tributary of the Yellow river—rises, and after this short visit to the edge of the Pacific drainage, regained the broad valley of the upper Hu-chu-ho or Kan-chow river.

From Kan-chow Dr. Stein began early in September the long journey which was to take him back to the Tariim Basin for his second archaeological winter campaign.

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In spite of these labours *en route*, and an aggregate marching distance from An-shi of close on 900 miles, Dr. Stein had reached the north-east corner of the Tariim Basin in good time for the explorations of the winter—7 times, April 13.

A complete revision has been effected in the description of the Tariim Basin, which has been restored to health and happiness after years previously had been merely desolate and a mere *terra incognita*.

Dr. Stein's first visit to the Tariim Basin was in 1901, during a short stay of 10 days, but he did not then make any detailed surveys, and, in fact, only came himself without the knowledge of his party.

By the introduction of the new system of surveying, Dr. Stein's second visit to the Tariim Basin was a complete success.

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## Intimation.

**POWELL'S**  
GENTLEMEN'S  
DEPARTMENT,  
28, QUEEN'S ROAD.

NEW  
GOODSLIGHT-WEIGHT  
ZEPHYR  
SHIRTS,

\$20. half-dozen.

THIN  
SINGLETS,

from \$11.50 dozen.

LISLE THREAD  
ANDSILK-PLATED  
SOCKS,Exclusive Designs  
and Colourings.

## THIN CEYLON

AND

SILK & WOOL  
PYJAMAS.

## INDIAN PITH

## HELMETS,

from \$4.00 each,  
Good quality.

A.S.A.

SWIMMING  
COSTUMES.BATHING  
SUITS,

One and two-piece.

**POWELL'S**  
28, Queen's Road,  
HONGKONG.

## Consignees.

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship.

"ARRATOON APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 20th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 18th May, 1908.

FROM EUROPE.

THE H. A. L. Steamship

"ANDALUSIA."

Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date, they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 18th May, 1908.

THE "SHIRE" LINE OF STEAMERS,  
LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON  
AND STRAITS.

THE Steamship

"CARDIGANSHIRE."

Captain Tyers, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOME & CO.,  
Agents.

Hongkong, 18th May, 1908.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 16th May, 1908.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and that they are warned against paying more than T\$10 Cents (10 cts.) per Single Copy.

THE MANAGER.

Hongkong, 10th September, 1908.

## 4,000,000 OYSTERS DESTROYED.

INFURIATED FISHERMEN POUND  
THEM TO DUST.

Four million oysters were destroyed at Caudale by infuriated fishermen on April 7.

This immense cargo arrived in a vessel from St. Malo, which anchored off Caudale. The local fishermen immediately held a council of war, at which it was decided that forcible measures should be adopted to protect the local market for their own products. Indignant speakers declared that profits were already almost at vanishing point, and that this importation would absolutely kill their trade.

A body of 200 fishermen was therupon selected to capture the unwelcome steamer and destroy her cargo. They put out in boats and surrounded the steamer. Climbing aboard, they took possession of the vessel, and brought her in alongside the jetty.

The sacks of oysters were then headed out, emptied by the crowds on the jetty and pounded to powder on the stones. Not a single shell was left intact, and the efforts of the local police to get near the scene of operations were kept away by fishermen specially told off to

There were fierce struggles between these men and the police, some of whom were badly injured by stones and the sticks wielded by the fishermen.

The owners of the oysters have issued summonses for the destruction of their property.—Advocate of India.

LIFE ON A TORPEDO-BOAT  
DESTROYER.

## HARD AND ROUGH WORK.

"A Dog's life!" That is the way the naval officer of years and experience describes existence in a destroyer such as the *Tiger*.

The work is hard; the food often atrocious when the vessel is at sea; for the simple reason that in anything like rough weather it is impossible to cook or eat a meal in any comfort, the motion is harassing and violent—so harassing and violent that it used some years ago, when the writer spent a day in a destroyer, to be a favourite pastime in torpedo vessels whenever they put to sea to arrange a sweepstakes in the little wardroom, the prize going to the officer who drew the name of the last victim to succumb.

The space below deck is cramped and confined, intensely hot in summer, bitterly cold in winter, for the plates of the vessel are of the thinnest and conduct the heat or cold, to perfection. All weight is cut down to the utmost, or was cut down in the older destroyers, of which the *Tiger* was one, and when the enormously powerful engines were running at top speed the vibration was consequently most trying.

The older craft displace from 300 tons upwards, and they are built for the most perilous work that falls to fighting men in war.

In blockade it is their duty to close in at night upon the hostile port, facing the danger of floating mines, which again and again damaged the Japanese destroyers off Port Arthur. At other times they may have to attack the enemy's battleships.

The crew number some sixty officers and men, the officers being a lieutenant, a sub-lieutenant, a gunner, and an engineer-lieutenant. There is no doctor, for the simple reason that there is no room for him.

The officers are berthed aft in tiny cupboards, clinging out of a little wardroom, or in the wardroom, where they try to eat and sleep when off duty. But their number is so small that they are almost continuously at work, and hence, owing to the speedy exhaustion of her crew, a destroyer cannot long keep the sea.

The seamen are berthed forward and sleep in what are generally known as "lunny suits," thick, warm garments suited to the chilly temperature of a destroyer's forward compartment.

All the crew receive "hard-lying" money, or a small addition to their pay to recompense them for the hardships undergone. The work is, indeed, "cruel hard," as they would tell the public, and nowhere is it harder than in the stokehold and engine-room when the destroyer is running at any speed in bad weather.

For then the toses and pitches, flinging the men this way and that amid the whirling machinery, while the battering down of the hatches makes the temperature and smell almost insupportable.

The deck when the boat is running at high speed in a seaway is almost continuously swept by the sea.

Everyone is in oilskins, and the waves from time to time break over the little bridge forward, from which the vessel is worked. The difficulty of navigating a destroyer is thus greatly great, for there is no sheltered place on deck in which to spread a map or chart.

Yet, despite the acute discomfort of the work, the incessant drenchings, the alternate suffering from heat and cold below, the difficulty of eating and sleeping, and the perpetual danger, destroyer life is not unpopular in the Navy.

The severity of discipline is greatly relaxed so long as the men do their work, and they are permitted to smoke and enjoy themselves—if enjoyment is possible—at hours when in the orthodox warship, they would be doing drill or hoisting the dock.

The officers in charge of a destroyer are expected, whether in peace or war, to do and "Muster" in their boats, above in manœuvres, their officers—usually lightly visited. Hence it is realised that nothing great need be feared of the man who fears the shore.

It is a remarkable fact that the wives did not follow their husbands in destroyers. A flotilla moving

in sea silently, without a spark of light, showing the officers on the bridge or in the little coming-towers watching the horizon carefully.

Inside the port, the flotilla forms up in order of attack, and increases speed till under the bows of each boat above a white cloud of spray. The torpedo tubes are ready and loaded, each with its Whitehead—though of late the practice use of torpedoes has been forbidden in the British Navy in most cases for economy.

Then the search for the hostile fleet begins. It may be a long and tedious search, for the enemy is certain to be cruising.

## LIFE-REVIVING PUMP.

## AMERICAN PROFESSOR'S GREAT DISCOVERY.

New York, April 20.

The Virginia scientist, Prof. George Poe, says he has invented an artificial respiration machine for injecting oxygen into the lungs of a patient at the point of death. In the lay vernacular it might be called "the brass heart" or the "humanity pump."

The professor claims that the apparatus will be invaluable in cases of coma, or suspended animation, or gas asphyxiation. The instrument is 18in. in height, consisting of two cylinders corresponding to the ventricles and auricles of the heart, and the inlet and outlet valves. Double tubes enter the larynx and nostrils of the patient, one set drawing off the poisonous fluids and gases from the lungs, while the other is forcing in the life-giving oxygen.

Experiments have been made upon rabbits, the eye-witnessing specialists declaring that the invention is sure to supplant the existing methods of application of oxygen to the dying. A pet rabbit was given two grains of morphine, after which four ounces of ether were administered. The physician unanimously ascribed that life was extinct. The machine was applied, the effects of the poison and the anaesthetic were off, oxygen was injected, and in three minutes the rabbit jumped up from the table and hopped away.

The apparatus was also tried on a human being who was hilariously inebriated, and made him to all appearances a sober citizen in less than five minutes.

Exaggerated stories of Prof. Poe's fame are being circulated in Virginia. He is called the raiser of the dead, and has been obliged publicly to insist that the machine retains, and does not create, life. He is inundated with letters beseeching him to revive people who have been dead for weeks, months, and even years.

The invention is to be tested in the leading hospitals of the country.

## Notice of Firm

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GREAT TRANS SIBERIAN ROUTE  
TO EUROPE.

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOME &amp; CO.

Agents.

Hongkong, 1st July 1908.

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## Intimations.

GREEN ISLAND CEMENT COMPANY,  
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## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask  
ex Factory.In Bags of 250 lbs. net \$8.35 per Bag  
ex Factory.SHEWAN, TOME & CO.,  
General Managers.

Hongkong, 28th April, 1908.

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## BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but while few of them really understand it, it is one of those diseases which sustain the system.

No matter what may be its cause (for they are almost innumerable), the symptoms are much the same: the more prominent being a sense of weariness, want of energy, depression of spirits, and want of energy for all the ordinary affairs of life. Now, when alone a sufficient reason in itself is given for the condition, it is not

so difficult to understand why it may be

so easily overlooked.

THE NEW FRENCH REMEDY

**THERAPION** NO. 3

than any other.

It is a new and powerful remedy in the treatment of this disease.

It is a powerful and safe remedy.

It is a powerful and safe

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VERY OLD LIQUEUR

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WHISKY

A Blend of the Finest Pure Malt  
Whiskies distilled in ScotlandGENUINE AGE  
ANDFINE MELLOW  
FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY  
SUPERIOR PALE-DRY.

Per Dozen ..... \$19.50

A VERY FINE WINE, POPULAR  
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908.

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All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS. nor to return any Contribution.

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Single Copy. Daily, ten cents; Weekly, twenty-five cents.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, MAY 20, 1908.

## A MAN OF MARK.

The personality of Sik-Liang, the Viceroy of Yunnan, arouses so much interest nowadays, says the *Singapore Times*, that it is interesting to note what an acute French observer says of him. In an article in the *Dépêche Coloniale*, a Paris newspaper, he has no hesitation in calling Sik-Liang a man of mark, whose "it is seldom found in official China. Several French explorers, who recently came in contact with the Viceroy, have a high opinion of him. His rule has energized the administration of the province, the spirit of progress is at work, and Yunnan only awaits the completion of the Tonkin railway to go ahead fast. Sik-Liang is described as a man of understanding and inclined to progressive ideas, but anxious to do without foreign help as much as possible. He is bent on purifying the official class, and recently demanded a lot of mandarins found guilty of corrupt practices. The Viceroy takes special interest in drilling the provincial levies in European style, and in organizing a special force of 10,000 men to guard the Tonkin railway when the British will be removed from it.

To avoid foreign interference in the work of safeguarding the railway, the Viceroy follows practical methods of reform, and is forcing a road up to station strong garrisons on the Tonkin frontier in view of possible foreign complications. The foreign railway is to him a standing danger, and he does his best to raise money to buy up the railroad and to extend it to the Yangtze Valley. But he cannot collect the huge sum required for the purpose. The province has no capitalists; it is poor to stand fresh taxation, and no foreigners will lend the money, as the Viceroy's security. He is in a fix. To buy the railway is impracticable. He views with mistrust the Railway Company, but it is all the same pushing on the line, which is expected to reach Meng-tsze very shortly, and to get to the capital of the province two years hence. The above-mentioned journal is of opinion that, in the end, the Viceroy will bow to the inevitable and make it up with the Company. Many young men in the provinces have done so, and have set to work learning French and getting employment under the Company. There is also now an increasing demand for French goods in Yunnan, with every prospect of trade soon advancing by leaps and bounds.

## LOCAL AND GENERAL.

Mr. Stuart J. Fuller, American Vice-Consul-General, left to-day for 30 days' trip in Java.

OVER 30,000 HORSES ARE ANNUALLY SLAUGHTERED IN PARIS FOR FOOD. The carcass of an average horse yields about 360 pounds of meat.

We have received, too late for publication to-day, the report of A. S. Watson & Co., Ltd., for 1907. The net profit amounts to \$81,532.12. A final dividend of three per cent. is recommended.

OWING TO THE INCREASE OF PLAGUE IN THE COLONY acting Lance-Sergeant Lingham, of the Hongkong Police Force, has been transferred to the Sanitary Department. We trust that his assistance will help in stamping out the dread disease.

ON THE 9TH INST. AT NOON, A TORPEDO-BOAT, NOW BEING CONSTRUCTED AT THE Kawasaki Yard, Kobe, in the order of the Siamese Government, was successfully launched in the presence of the Siamese officers and others. The vessel is to have a speed of 33 knots.

A LARGE NUMBER OF SKULLS AND SKELETONS HAVE BEEN DISCOVERED AT A RUINED HETAU, OR ANCIENT HAWAIIAN TEMPLE, IN THE DISTRICT OF KONA, ISLAND OF HAWAII, NOT FAR FROM WHERE CAPTAIN COOK WAS KILLED. There is every reason to believe they are the remains of human sacrifices, which were so frequent under the ancient Hawaiian system of idolatry.

THIS POLICE AT HEADQUARTERS ARE INVESTIGATING A ROBBERY WHICH OCCURRED YESTERDAY MORNING AT 45, CAINE ROAD, IN WHICH A CHINESE STUDENT LOST SOME \$6000 DOLLARS' WORTH OF JEWELLERY. The jewellery was placed in a leather hand bag on Monday night by the student before retiring to bed. The bag was missing in the morning. One of his servants is detained at the Central Police Station on suspicion.

TWO PRINTERS—YEUNG MUK AND LO CHOI—WERE CHARGED AT THE POLICE COURT, THIS MORNING, AT THE INSTANCE OF INSPECTOR DYMOND, WITH STEALING A QUANTITY OF PRINT FROM THE ABERDEEN DOCKS ON THE 17TH INSTANT. Another man was accused of receiving the print well knowing the same to have been stolen. The charges were proved, and each man was sentenced to a month's hard labour.

YESTERDAY AFTERNOON, A LUONG WHILE, ON DUTY NEAR THE CLOCK TOWER, MET A COOLIE GOING IN A WESTWARD DIRECTION, CARRYING A HEAVY-LOOKING BOX ON HIS SHOULDER. The coolie's actions aroused the luong's suspicions. "What's inside that box?" asked the luong, approaching the coolie. "That I don't know," answered the coolie. "From where did you get it?" pursued the policeman. The coolie said he would point out the place, and led the luong into a side lane close by, where he pointed to a heap of old packing cases. On further inquiries being made it was discovered that the box belonged to Messrs. Caldwell, MacGregor and Company, and contained some four dozen empty bottles. The box, it appears, was placed in the lane by the firm's comprador to be out of the way. Then came along Chan Ming, and the box left its place. Chan was charged with theft at the Police Court, this morning, and was remanded.

THE OSAKA ASAI OBSERVES THAT IN VIEW OF AN ADVANCE OF JAVA SUGAR TO Y7.15, AND THE APPROXIMATE OPENING OF THE SUGAR SEASON, THE TOKYO MARKET SHOWS CONSIDERABLE ACTIVITY, AND THE JAPAN SUGAR REFINING COMPANY DISPOSED OF 7,000 BATES AT THE AUCTION HELD ON THE 4TH INSTANT. Owing to the supply of the sugar cane and beet in Europe and America falling short, there is a prospect of the market rising. Nevertheless pessimistic views prevail on the Tokyo and Osaka sugar markets regarding the value of the shares of sugar-refining companies. With regard to this attitude the *Osaka Journal* made inquiry of a director of the Japan Sugar Refining Company, who reported that the result of the working of the company up to the end of April was very satisfactory. He said the company held a stock of crude sugar sufficient to the end of the year, and the unsatisfactory reports circulated in the share market were unworthy of notice. The *Osaka Journal* reported that the net profit of the company amounted to nearly Y1,000,000, and it is believed that a dividend will be paid at the rate of 10 per cent.

## The Triple Murder.

## TRIAL OPENED AT THE CRIMINAL SESSIONS.

## EXPERT GEOMANCERS.

AT THE SUPREME COURT, THIS MORNING, THE TRIAL OF THE THREE MEN—FAC MOW FAI, WONG CHAN KWA, AND WONG YAN, FOR THE MURDER OF TWO MEN—LUK SANG AND WONG SAN SAI—AND A BOY NAMED WONG TIN FAI, WAS OPENED BEFORE THE CHIEF JUSTICE (Sir Francis Pigott) and a jury.

THE ATTORNEY-GENERAL, MR. W. REES DAVIES, INSTRUCTED BY MR. F. B. L. BOWLEY, CROWN SOLICITOR, APPEARED FOR THE CROWN. HON. DR. H. KAI, INSTRUCTED BY MR. G. K. HALL BRUTON, OF MESSRS. BRUNTON AND HATT, ACTED FOR THE DEFENCE.

THE FOLLOWING WAS THE JURY ENTHRONED—MESSRS. I. S. PERRY (FOREMAN), J. O. SHEPPARD, J. T. SHAW, WILLIAM TAYLOR, W. E. ROSE, W. J. ELDRIDGE AND A. H. MURRAY.

WHEN THE PROCEEDINGS OPENED THERE WAS AN UNUSUALLY LARGE CROWD OF CHINESE, MOSTLY FARMERS FROM THE NEW TERRITORY, AND A SPRINKLING OF EUROPEANS IN THE COURT-ROOM.

IN OUTLINING THE PARTICULARS OF THE CASE TO THE ATTORNEY-GENERAL, HE STATED THAT THE THREE MEN, BEFORE THEM, WERE ON TRIAL FOR THE TRIPLE MURDER, WHICH WAS COMMITTED ON THE 2ND OF DECEMBER, 1907, ON THE KUEI YAM MOUNTAIN IN THE NEW TERRITORY. THE CASE, HE SAID, SHOWED A SORDID LIGHT ON HUMAN NATURE AND DISCLOSED A CRIME REALLY UNEQUAL IN ITS BRUTALITY. THE FIRST DECEASED, A MAN NAMED LUK SANG, HAD BEEN FOR MANY YEARS A STEWARD ON BOARD AN AMERICAN SHIP, HIS LAST SHIP BEING THE "MINNESOTA." HE WAS A MAN OF MEAN, AND RESIDED WITH HIS WIFE, A HAKKA, AT KOWLOON CITY. WHILE RESIDING AT KOWLOON CITY LUK SANG SPENT MOST OF HIS TIME LOOKING FOR AN APPROPRIATE SPOT AS A GRAVE FOR HIS FATHER'S BONES. THE ATTORNEY-GENERAL CALLED THE ATTENTION OF THE JURY TO THE FACT THAT CHINESE PAY MUCH IMPORTANCE TO FINDING SUITABLE GRAVES FOR THEIR DEAD. THERE WAS A NUMBER OF MEN AT KOWLOON CITY WHOSE WORK CONSISTED ALONE OF FINDING GRAVES FOR OTHER PEOPLE, COMMONLY KNOWN AS GEOMANCERS; EXPERTS HAVING STUDIED FENG-SHU.

THE SECOND ACCUSED WAS ONE OF THESE MEN AND WANTED LUK SANG TO EMPLOY HIM AS HIS GEOMANCER. WHEN HE HEARD THAT LUK SANG HAD ENGAGED SOMEONE ELSE TO DO THE WORK, ONE OF THE DECEASED, NAMED WONG SAN SAI, THE FIRST ACCUSED GOT VERY JEALOUS AND WENT TO LUK SANG'S HOUSE, WHERE HE THREATENED THAT, IF LUK SANG DID NOT GIVE HIM THE JOB OF FINDING HIS FATHER'S GRAVE, HIS (LUK SANG'S) "HEAD WOULD DROP OFF WITHIN SEVENTY DAYS;" IF NOT, HE WOULD THROW AWAY HIS COMPASS AND LEAVE KOWLOON CITY ALTOGETHER. THE ATTORNEY-GENERAL EXPLAINED THAT THE "THROWING AWAY OF THE COMPASS" WAS AN OATH. THE COMPASS WAS A PEAKULAR INSTRUMENT COVERED WITH ASTROLOGICAL SIGNS. THE ACCUSED THEN SEEMED TO HAVE CONCOCTED A SCHEME OF ROBBERY, AND ONE CHAN YAT, WHO HAD SINCE TURNED KING'S EVIDENCE, WOULD TELL THE JURY THE STORY OF HOW THE MURDER WAS PERPETRATED. HIS EVIDENCE WAS MATERIAL; IN FACT IT WAS REPLIED ON BY THE PROSECUTION. CHAN YAT STATED THAT PRIOR TO THE MURDER HE WAS ENGAGED AS A BLACKSMITH NEAR KUEI YAM MOUNTAIN, ON THE ROAD LEADING TO THE N.E. CORNER OVER THE SLOPES OF KOWLOON BAY. THIS MAN WOULD TELL THE COURT THAT IN THE INTERVAL OF CARRYING ON HIS TRADE AS A BLACKSMITH HE DEAL IN OPIUM, WHICH HE SOLD IN HIS SHED, AT A CONVENIENT AND SECURED SPOT IN THE MOUNTAIN. ON THE 28TH NOVEMBER, 1906, HE WAS AT WORK IN HIS MATCHED WHEN THE THREE ACCUSED ENTERED THE SHED. PRESENTLY THE FIRST ACCUSED SAID TO HIM: "WE OUGHT TO MAKE SOME MONEY," AND CHAN YAT AGREED. HE WAS THEN TOLD TO WAIT FOR THEM IN HIS MATCHED ON THE 2ND DECEMBER—THE DAY OF THE MURDER.

PRIOR TO THIS, LUK SANG, IN COMPANY WITH WONG SAN SAI, THE OTHER DECEASED, HAD SPENT MOST OF THEIR TIME LOOKING FOR A GRAVE. ON THE 1ST DECEMBER, THE FIRST ACCUSED INVITED LUK SANG TO ACCOMPANY HIM FOR A WALK ON THE HILLS. THERE WAS A FEAST ON AT THE TIME, AND, APPARENTLY, LUK SANG HAD ENJOYED HIMSELF, SO HE DECIDED TO GO. HIS WIFE TRIED TO GET HIM TO CHANGE HIS MIND, BUT IT WAS UNAVAILING. BEFORE GOING LUK SANG ASKED HIS WIFE FOR SOME MONEY. SHE GAVE HIM \$30, AND HE WAS WEARING AT THE TIME A WATCH AND CHAIN, A GOLD RING SET WITH DIAMONDS, AND CARRIED A SMALL REVOLVER IN HIS HIND POCKET. HE WAS ACCOMPANIED BY TWO OTHERS, AND THEY WERE NEVER SEEN ALIVE AFTER THAT.

THE ATTORNEY-GENERAL THEN OUTLINED THE PARTICULARS UNDER WHICH THE MURDERS WERE COMMITTED, WITH WHICH OUR READERS ARE ACQUAINTED. HE THEN INSTRUCTED THE JURY ON THE POINT OF LAW.

WITNESSES THEN CORROBORATED THE ABOVE STORY, AND THE CASE WAS ADJOURNED.

## ALLEGED LARCENY OF DIAMONDS.

## AN AMAN'S DOINGS.

A CHINESE WOMAN NAMED CHEONG YAU WAS ARRESTED BEFORE MR. J. H. KEMP, IN THE POLICE COURT, TO-DAY, CHARGED WITH THE LARCENY OF FIVE HUNDRED YUAN'S WORTH OF JEWELLERY AND \$10.15 IN CASH FROM HER EMPLOYER—MR. LAI KAM CHING, COMPRADE TO MESSRS. LOXLEY AND COMPANY, YESTERDAY. THE JEWELLERY COMPRISED ONE DIAMOND, EARRINGS AND A DIAMOND RING. THE DEFENDANT WAS IN THE EMPLOY OF THE COMPRADE'S WIFE AS A MAID. YESTERDAY, SHE DISAPPEARED FROM THE HOUSE, AND WHEN HER MISTRESS WENT IN SEARCH OF THE JEWELS SHE TOOK THEM. MISTRESS DECTECTIVE WATT TOOK THE MATTER IN HAND AND TRACED THE DEFENDANT, WHO IT IS ALLEGED, CONFEDED TO THE COPS, AND INFORMED THEM HOW SHE HAD DISPOSED OF THE VALUABLES. DETECTIVE WATT PAID A VISIT TO A HOUSE AT WAI POI, WHERE HE FOUND THE MISSING JEWELS AND PART OF THE MONEY. SHE ALSO ADMITTED SHE COULD TO WHOM SHE HAD PURCHASED THE JEWELLERY. HE THEN TALKED WITH HER, AND SHE ADMITTED SHE HAD SOLD THE JEWELLERY TO A COUPLE OF CHINESE, WHO HAD PAID HER A QUANTITY OF CASH.

## HON. MR. W. REES DAVIES.

## APPOINTED KING'S COUNSEL.

INFORMATION HAS BEEN RECEIVED IN THE COLONY THAT HIS MAJESTY THE KING HAS BEEN PLEASED TO GIVE DIRECTIONS FOR THE APPOINTMENT OF MR. W. REES DAVIES, ATTORNEY-GENERAL OF THE COLONY OF HONGKONG, TO THE KING'S COUNSEL.

WE ARE BUT ECHOING THE SENTIMENTS OF THE COLONY, WHEN WE STATE THAT THE ANNOUNCEMENT OF THE HONOUR WHICH HAS BEEN CONFERRED UPON THE ATTORNEY-GENERAL WILL BE RECEIVED WITH GENUINE FEELING OF SATISFACTION THROUGHOUT THE COLONY WHERE THE HON. MR. REES DAVIES' PROFESSIONAL ABILITY AND WORTH HAVE NOT TAKEN LONG TO FAVOURABLY IMPROVE THE COMMUNITY GENERALLY.

AS AN OFFICER OF THE CROWN IN HONGKONG, AND THEREFORE AS ADVISER OF THE GOVERNMENT, TO ALL THAT CONCERN THE LEGAL AFFAIRS WITH WHICH GOVERNMENT HAS HAD TO DEAL, THE ATTORNEY-GENERAL HAS INvariably EXHIBITED A SENSE OF IMPARTIALITY AND JUSTICE, WHICH SHOULD BE THE INVALUABLE ATTRIBUTES OF ONE IN THE POSITION WHICH MR. DAVIES HOLDS IN RELATION TO THE COMMUNITY OF HONGKONG WHOM, MANY AND VARIED INTERESTS NOT INFREQUENTLY BRING THEM INTO CONFLICT, OR RATHER ACTIVE CONTROVERSY, WITH THE GOVERNMENT OF THE COLONY. WHEN IT IS STATED THAT THE ATTORNEY-GENERAL HAS ON EVERY OCCASION, SHOWN HIMSELF NOT ABOVE ACCEPTING SUGGESTIONS FOR AMENDMENTS OF THE DRAFT BILLS WHICH HAD FOR THEIR OBJECT THE IMPROVEMENT OF SUCH LEGISLATIVE MEASURES.

WHILE CONGRATULATING MR. DAVIES UPON THE HONOUR CONFERRED ON HIM, WE ANTICIPATE THE GENERAL EXPRESSIONS OF FELICITATION WHICH WILL BE EXTENDED TO HIM ON HIS ASCENSION TO THE DISTINGUISHED RANK OF KING'S COUNSEL.

## CANTON DAY BY DAY.

## HONGKONG PLAGUE-INFECTED PASSENGERS.

[From Our Own Correspondent]

CANTON, 19TH MAY.

DURING THE PAST FEW DAYS NEARLY EVERY DAY DEAD PASSENGERS HAVE BEEN CONVEYED TO CANTON ON BOARD THE RIVER STEAMERS FROM HONGKONG. THE CANTON FOG 1'S HOSPITAL HAS, THEREFORE, MADE SPECIAL ARRANGEMENTS FOR THE ADMISSION OF PLAGUE-STRICKEN PERSONS FROM HONGKONG INTO THE HOSPITAL FOR MEDICAL TREATMENT, AND ALSO TO UNDERTAKE THE BURIAL OF ANY PASSENGERS DEAD OF PLAGUE ON ARRIVAL AT CANTON, WHEN THEIR RELATIVES HAPPEN TO BE UNABLE TO DO SO. THE HOSPITAL SENDS OUT EVERY DAY A FEW OF ITS MEMBERS TO AWAIT THE ARRIVAL OF THE RIVER STEAMERS AT THEIR WHARVES HERE, SINCE THE BEGINNING OF THE SUMMER SEASON, TO RECEIVE ANY PLAGUE-INFECTED PASSENGERS.

## NEW PROVINCIAL EXAMINER.

THE NEW PROVINCIAL EXAMINER, TSPN. TSUNG TUNG, IS EXPECTED TO ARRIVE HERE ON THE 24TH INSTANT, AND WILL TAKE OVER THE SEAL OF OFFICE ON THE 27TH FROM WANG JEN WEN, WHO WILL SHORTLY LEAVE HERE TO TAKE UP HIS NEW POST IN SZECHUAN AS PROVINCIAL TREASURER.

## COPPER COINAGE.

THE CANTON MINI-HAS-SUSPENDED-MINTING COPPER COINAGE FROM YESTERDAY.

## THE YUNNAN RISING.

A QUANTITY OF ARMS AND AMMUNITION WAS DISPATCHED YESTERDAY UNDER THE ESCORT OF MAJOR WONG CHIU CHUNG TO NARING, WHERE THESE MUNITIONS OF WAR WILL BE SENT UP TO YUNNAN TO SUPPLY THE IMPERIAL FORCES IN SUPPRESSING THE REBELLION IN THAT PROVINCE.

## THE KIUNGCHOW TAOTA.

TAOTAI YU CHUNG WING, WHO HAS BEEN APPOINTED TAOTAI OF THE PRELECTURES OF KIUNGCHOW AND NGAICHOW, WILL LEAVE HERE ON THE 20TH INSTANT FOR HIS DESTINATION TO TAKE UP THE NEW POST.

## THE TROUBLESOME LASCARS.

ON THURSDAY WE CALLED ATTENTION TO CERTAIN STATEMENTS MADE IN THE *OSAKA ASAI* REFLECTING ON THE FIRM OF MESSRS. RUSPE & CO., AND STATED THAT LEGAL PROCEEDINGS HAD BEEN TAKEN. WE NOW OBSERVE THAT THE *ASAI*, "HAVING MADE INQUIRIES," WITHDRAWS THE STATEMENT AND APOLOGIZES FOR ITS CIRCUMSTANCES. IT WOULD ADOBE HAVE BEEN BETTER IF INQUIRIES HAD BEEN MADE BEFORE THE ORIGINAL STATEMENT WAS PUBLISHED. SOME OF THE JAPANESE PAPERS ARE GREATLY CARELESS IN THESE MATTERS, GIVING PUBLICLY TO ANY RUMOUR OF THE WILDEST NATURE WITHOUT STOPPING TO MAKE ANY INQUIRIES INTO ITS TRUTH OR EVEN ITS PROBABILITY. WITHIN THE LAST FEW DAYS ONE OR TWO OF THESE PAPERS HAVE PUBLISHED STATEMENTS REFLECTING ON SOME OF THE MOST IMPORTANT FOREIGN FIRMS IN JAPAN—STATEMENTS FOR WHICH THERE IS NOT THE SLIGHTEST SHADOW OF FOUNDATION, AND WHICH ONLY DISPLAY THE CURIOUS IGNORANCE OF THE STANDING OF FOREIGN FIRMS THAT PRAISES IN SOME OF THE JAPANESE NEWSPAPER OFFICES. FOR EXAMPLE, ONE OF THE PAPERS A DAY OR TWO AGO ACCUSED MESSRS. JARDINE, MATTHESON & CO. OF "PULLING THE STRINGS OF THE BOYCOTT MOVEMENT" AT HONGKONG, AND IN ORDER THAT ITS READERS SHOULD BE UNDER NO MISAPPREHENSION AS TO THE NATIONALITY OF THE OFFENDER, DESCRIBED MESSRS. JARDINE AS "A GERMAN FIRM OF HONGKONG." THE JAPANESE, IN THE VARIOUS JAPANESE JOURNALS THERE IS AN EFFICIENT EDITORIAL CONTROL. EACH SECTION OF DEPARTMENT IS RESPONSIBLE, AND THERE IS CONSEQUENTLY little if any chance of inaccuracies of statement. There can be no question that the *Osaka Asai* does not represent the views of the majority of the population.

IT IS HOPE THAT SOME TRAMP STEAMERS, DESIROUS OF F

## Indian Bomb Outrage.

## BOMB WORKSHOP DISCOVERED.

## CULPRIT'S CONFESSION.

Following are details of the bomb outrage in India, reported by Reuter's telegram, which appear in the *Advocate of India* of the 2nd inst.:-

A startling and dastardly outrage was perpetrated at Muzaffarpur on Thursday night, when Mrs. Kennedy, wife of the leader of the local Bar, was severely injured by the explosion of a bomb, and her daughter and a syc were killed. The outrage has roused a feeling of horror and indignation throughout India and is certainly the most serious incident of its kind which occurred since 1897, when Mr. Rand and Lieutenant Ayerst were murdered in Poona. The story of the crime is a simple one. Mrs. and Miss Kennedy left the club at Muzaffarpur at about 8.30 on Thursday night, and, whilst driving past the residence of Mr. Kingsford, the Sessions Judge, who has just been transferred to that district from Calcutta, a bomb was thrown by some miscreant which must have fallen into the carriage and exploded. The charge, which is believed to have been picric acid, must have been particularly powerful one and the explosion was terrific. Both Mrs. and Miss Kennedy were terribly injured, the carriage was shattered and the syc wounded. Miss Kennedy died shortly after the explosion, and the syc has also succumbed, whilst Mrs. Kennedy is lying in a critical condition.

At first sight it would appear that the affair was a mere wanton outrage upon two defenceless English ladies, but from circumstances which have since come to light it seems probable that the incident has a deep political significance. Muzaffarpur is the capital town of the district of the same name in the Patna division of Bihar and has a population of 49,192. It is one of the last places at which so sensational an outrage might have been expected were it not that Mr. D. H. Kingsford, who until recently was Chief Presidency Magistrate in Calcutta, has taken up the duties of District Judge at Muzaffarpur. During the time he acted at Calcutta Mr. Kingsford had before him a number of sedition cases in which he passed sentence on the culprits and thus won for himself the hostility of the seditionists in Bengal.

The theory of the outrage in Muzaffarpur is that the bomb was intended for Mr. Kingsford, and thrown at the ladies' carriage by mistake. This seems all the more feasible from the report that a young man had left Calcutta with the object of making an attempt upon Mr. Kingsford's life. The police at Muzaffarpur, therefore, searched the town for suspicious characters and stationed a guard of plain clothes policemen over Mr. Kingsford's house. These men stated that they saw two youths prowling under the trees in the vicinity of Mr. Kingsford's gate at 7 p.m., but they evaded the policemen. About an hour and a half later Mrs. Kennedy's car driving along and the bomb was thrown with terrible results.

One serious feature of the outrage is the nature of the infernal machine used. As previously stated, the bomb is believed to have been charged with picric acid, similar to those used in the Chandernagore and Madraspore outrages. But in this last affair the deadly results of the explosion, which is said to have been heard three miles from the scene of the occurrence, would point to the bomb having been used with a detonator, and goes to show that the native makers of these infernal machines are growing more expert. A fact which is calculated to arouse some uneasiness is that picric acid can be obtained in large quantities from chemists and is imported extensively in connection with dyeing processes.

The police of the district appear to have taken prompt steps to capture the assassins, but so far without effect. A reward of R. 5,000 has been offered for information leading to the capture of perpetrators of the outrage and it is rumoured that this will be increased to R. 10,000. In an account of a newspaper representative's interview with Mr. F. L. Halliday, Commissioner of Police, Calcutta, it is stated that the perpetrators are believed to be well known; but if this is the case it may be difficult to find proof of their participation in the crime.

There is a deep and widespread feeling of sympathy with Mr. Kennedy who has suffered this awful bereavement. He is the leader of the local bar and the best known man in his profession in Tirhoot, and is about fifty-five years of age. Both Mr. and Mrs. Kennedy and their daughter were known and very popular in local society.

Simla, May 2.

The outrage at Muzaffarpur on Thursday evening led to a wide investigation by the Calcutta and Bengal Police, and the capture in Calcutta, this morning, it is believed, of twenty Bengalis and a tremendous stock of bombs and ammunition in different quarters of the city.

Most of the prisoners come from East Bengal and had erected in Calcutta workshops fully equipped with all necessary works for the manufacture of bombs, including very large quantities of picric acid, dynamite, detonators and gun-powder. Many bombs were seized with fuses standing by.

Most of the prisoners are evidently well-coached in the manufacture of explosives and had the latest works on the science in their possession as well as anarchist literature. A huge stock of steel trucks stands in the Police Commissioner's office containing these bomb acids.

Much correspondence has also been seized which will, no doubt, lead to further arrests.

The police acted with great discretion in raiding the premises, the sight of their revolver preventing any opposition. Practically all European girls were engaged throughout the hours of the night watching the suspicious persons and when they opened an oven, the police were on the spot.

The police have also seized a quantity of all sorts of dynamite, picric acid, etc., and

the latter being constructed out of brass door knobs, while some are intended to be exploded by fuses and hundreds of yards of fuses and electric wires were found. The others are ordinary percussion bombs.

The men had plans of the railways in India, and it is believed the police have at last foiled the outrage on the Lieutenant-Governor of Bengal's special train last November.

Mr. Kennedy expired at 12 o'clock last night. So far no arrests have been made in direct connection with the tragedy.

## ASSASSINS ARRESTED.

## FULL CONFESSION.

In the Muzaffarpur tragedy, news has just been received that one of the culprits has been captured at a railway station 24 miles from the scene of the tragedy, and has made a confession that he with a companion travelled from Calcutta with the direct object of killing Mr. Kingsford.

He had one bomb and 3 revolvers. They were under the impression that they had in fact killed Mr. Kingsford. The other man has not yet been arrested. A man has also been arrested at Muzaffarpur charged with throwing the bomb which caused the death of Miss Kennedy.

A quantity of bombs and other explosives have also been seized in Calcutta and some arrests made.

## THE JAPANESE BOYCOTT.

## CHINESE STUDENTS IN TOKYO.

The *Japan Chronicle* of 13th inst. says:- An association of Chinese students studying in Tokyo held a lecture meeting on Sunday last at the Koto Engi Kai Chamber Kagurazaka, Ushikome, Tokyo, with a view to denouncing the boycott movement in South China. According to a somewhat confused account in one of the Japanese papers, the meeting was largely attended, the audience numbering about 800, chiefly students from Liang-kwang. A body of the students belonging to the students' association known as Paowhanghui seem to have regarded the holding of the meeting as a revolutionist movement, and it was apparent when they entered the hall that their purpose was to break up the meeting. One of the number ascended the platform and declared that the boycott movement in Canton was a retaliation which China was justified in indulging in. The remark aroused wild excitement among the Kwangtung students, while the friends of the speaker cheered him. Some of the former rushed on to the platform and pulled down the speaker, and General disorder ensued. It looked as if the Prowhanghui were going to be thoroughly hauled when the police officials present stepped in, and put a stop to the proceedings.

It is stated--though with what truth we cannot say--that the Liang-kwang-hui is in favour of the boycott, and is giving assistance towards the success of the movement.

## THE TRADE-MARK QUESTION.

## SOME PLAIN QUERIES.

The following letter addressed to the Editor of the *Japan Mail* and signed "Trade-mark Loser," appeared in the issue of that journal of Monday, (11th inst.)

"Sir,--In your to-day's issue you refute the assertions that 'the Japanese regulations are not only useless but even dangerous' and that 'foreign merchants are ex used to finding themselves actually debarred from using their own trade-marks in Japan.'

Your contention is that the Japanese regulations provide that registration shall be refused to any trade-mark which tends to 'deceive the public' or which is identical with or bears a close resemblance to a trade-mark already in use."

You further point out that the Bureau of Patents and Trade-marks cannot be familiar with all the marks in use whether at home or abroad, and it may thus happen that registration is granted in unwitting violation. But in that event 'action may be brought for nullification of the registration.'

"Are you prepared to practically prove your interpretation of the law by taking up a case for nullification of registration on the plea advanced above or to give the address of a Japanese patent agent who is prepared to do so with a chance of success?"

"The facts of the case I am able to furnish you with are very simple: Certain manufacturers abroad are debarred from 'not only using their trade-mark in Japan, but also from cancelling a registration for the registration of the very trade-mark a few days earlier than the rightful owners.'

"As the trade-mark in question is part of the trading-name of the manufacturers the latter are consequently also shut out with their exhibits from the next Grand Exhibition to be held in Tokyo."

## EMPIRE DAY.

## PUBLIC HOLIDAYS.

In a Government Gazette Extraordinary issued this morning the following notifications appear:-

The Police Magistrates' Department shall be, and the same is excluded from the operation of the Public Holidays Ordinance, 1875, on Monday, the 8th June, 1908.

It is not fit that as Victoria Day, the 24th May, falls on a Sunday, Monday the 25th May, will be observed as a Public and a Bank Holiday in its stead under the Victoria Day Ordinance, 1903 (Ordinance No. 14 of 1903), and that it, and Monday, the 8th June, be later held on a Saturday under the provisions of the Public Holidays Ordinance, 1875 (Ordinance No. 14 of 1875), will be observed as a

## THE OPIUM QUESTION.

## ARBITRARY ORDERS GENERALLY REJECTED.

The annexed resolution, having reference to the opium question, was passed unanimously by the Committee of the Hongkong General Chamber of Commerce at a meeting held on Saturday, the 16th inst.:-

"The Committee of this Chamber record their strong protest against any arbitrary orders from the Imperial Government to close immediately the Opium divans in Hongkong."

"The Committee of this Chamber is entirely sympathetic towards all reasonable bona-fide efforts for the mitigation of the abuse of opium but is of the opinion that any action having for its object the immediate suppression of the sale and use of opium in Hongkong will have serious effect on the economic conditions here and lead to disastrous results to the Colony's prosperity unless similar action is enforced in China."

"It is therefore resolved to request the Hongkong Government to inform the Imperial Government that any hasty and ill-considered action taken in this matter to the detriment of the interests of this Colony will be generally resented, but that on the other hand a policy of gradual reduction similar in its action to the Imperial Government's agreement with India will be locally supported."

DRASTIC REFORMS PENDING IN CEYLON.

The following is an amplified form of the telegram received in Colombo, on the 7th inst., and forwarded to Singapore the same day:-

The report of the Ceylon Commission, said Colonel Seely, Under-Secretary for the Colonies, recommended the abandonment of the present system of rating and licensing, the closing of all houses at the expiration of the existing leases, and the establishment of a Government monopoly over the crude drug. For every shop closed the nearest Government dispensary should be available for the drug to adult habitual users, who would be registered. The report also recommended the entire prohibition of the use of the drug, except for medical purposes, after a definite period, and the appointment of special officers for inspection.

Government, he said, had accepted all these recommendations, except the entire prohibition of the use of opium, on which he was 'not prepared to express a definite opinion at present.'

Lord Crewe telegraphed to Sir Henry McCallum last night, accepting the proposal.

Mr. Alfred Lyttelton congratulated the Government on their entirely reasonable action.

Sir Edward Grey said Viscount Molyneux's promises had largely been fulfilled. With regard to critics that Shanghai was not closing all the dens he pointed out that Shanghai was the international settlement, and that the decision rested with the rate-payers. He would use every influence to insure the Municipality carrying out their intention of ending the traffic in two years; but it was unfair to contrast the action of the Municipality with that of native cities where the dens would still sell opium, though they were closed.

He had asked the United States the date and place of meeting of its proposed Commission. While welcoming that Commission our action would be quite independent. Sir Edward Grey paid a tribute to the good result attained by the Municipality.

If, Mr. Nishikawa continued, we take the amount of the subsidies paid by the various countries when divided by the total tonnage possessed by them, it will be seen that

JAPAN COMES FIRST IN THE LIST

with Y12,50 per ton; France second with Y11,13 per ton; Russia third with Y3,75; Italy fourth with Y3,66; America fifth with Y2,17; Germany sixth with 81 sen; and England seventh with 56 sen per ton. It may serve as a valuable lesson to Japan to note that in France and Italy, where a similar system of encouragement as in Japan is in vogue, the shipping trade shows very little headway in comparison with other countries. This year's shipping subsidy in Japan shows an increase of three million yen on that of last year, and it is more than probable that it will go on increasing year after year, unless an amendment of the law is introduced.

The present law for the encouragement of navigation was framed and put into operation in 1895, and is to remain in force for eighteen years--that is, until 1914. The unsound nature of the law as applied to the present conditions of shipping can be easily imagined when it is considered that a law brought into operation to meet requirements twelve years ago is still allowed to exist, notwithstanding the tremendous progress made during the past decade or so.

Mr. Nishikawa then goes on into detail as to

THE FAULTY NATURE OF THE LAW,

and points out that, as it now stands, it has a positive tendency to encourage the construction of ships and promote their voyage abroad for the sake of receiving the bounty than for the development of trade, though the latter is the real object for which the law was devised.

"According to the existing arrangement the larger the tonnage and the greater the speed, the more will be the rate of subsidy given. For this reason there has been an unmistakable tendency to build larger ships with a greater speed regardless of the general economy of such vessels for business purposes.

On the occasion of the late war, for instance, the Government paid charterage on the gross tonnage of the vessels engaged as transports.

The result was that the Government was obliged to pay for tonnage which was not of any actual benefit, the net tonnage being far below the gross tonnage. There is then the question of speed.

THE INEVITABLE CONSEQUENCES

of building vessels of greater speed for the sake of subsidy must be the production of ships of a very uncommercial character. That a greater speed will require a larger consumption of fuel is, of course, true, and a large portion of the space of such a vessel will inevitably be taken up by fuel.

The Japanese navigation subsidy is paid for the mileage travelled; not for the amount of cargo carried, or not carried, with the consequence that the privileged ships are often induced to travel with scanty cargo. Some years ago, when coal was

rather dear in Japan, certain ships brought coal to this country all the way from Australia. Of course, Australian coal was dearer than Japanese, even then, but it was calculated by the Japanese that when the subsidy received for the voyage was taken into consideration Australian coal came cheaper than Japanese. Again, the

grant of bounty to certain classes of ships will have the result of driving away unprotected vessels from the field of competition, and thus destroying the spirit of competition and free competition.

Opposite and other countries, particularly

## SHIPPING SUBSIDIES IN JAPAN.

## EXPOSURE OF THEIR DRAWBACKS.

Mr. Nishikawa, manager of the Japan Shipping Association, delivered an interesting speech on shipping subsidies at a recent meeting of the Oriental Society held at Tchikio, which may be taken to show that even in Japan some doubt is beginning to be felt in the utility of such measures of protection and encouragement.

"All will agree," said Mr. Nishikawa, in the necessity for the development of the country's maritime trade in order to encourage the growth of foreign trade, and the emigration of Japanese abroad, etc. For this purpose the Government is annually spending a large amount of money. The total amount of shipping subsidy provided for in the Budget for the current fiscal year is Y13,19,000, of which Y13,300 is under the control of the Department of Communications and 3,800, co

in the hands of the Home Office for the purpose of the extension of navigation in Formosa.

The amount of subsidy Japan is paying for the encouragement of her maritime trade is thus, by no means, small. In the current year, for instance, the subsidy abuts 6 per cent. of the estimated revenue from the business tax and 47 per cent. of the income tax. The fact that the Diet agrees to the disbursement of such a large amount of money without any objection may be taken as proof that the people are paying the utmost attention to the

## ENCOURAGEMENT OF THE SHIPPING INDUSTRY.

Further, it may be shown that Japan pays the largest amount in the matter of shipping subsidy of any country in the world.

This year's subsidy shows an increase of Y1,08,000 on that for last year. The increase is due to the building of ships of large tonnage such as the *Tsuyu*, *Chiyo*, and *Kamo*. The law puts no limit on the construction of large vessels, and therefore the subsidy, which at present amounts to 13 million yen, may be increased to 15 or even 20 million yen in the near future. It is very doubtful whether such a method of shipping encouragement is beneficial to the country.

## THE OBJECT LESSONS.

furnished by some foreign countries tend to demoralise the fact that the development of the maritime trade does not mean depend on the amount of bounty that country spends for its encouragement.

England, for example, annually expends Y10,348,000 on her mail and naval subsidies; Germany, Y1,33,000; the United States, Y9,16,000; France, Y19,50,000; Italy, Y4,465,000; and Russia, Y3,526,000. Of the countries mentioned above subsidies are mostly given for the carrying of mails under contract, with the exception of France and Italy, where bounty is given for the encouragement of navigation and shipbuilding. Despite this fact the shipping trade of these two countries not only does not show any advance compared with that of England, Germany, and the United States, but it seems to be actually declining.

If, Mr. Nishikawa continued, we take the amount of the subsidies paid by the various countries when divided by the total tonnage possessed by them, it will be seen that

JAPAN COMES FIRST IN THE LIST

with Y12,50 per ton; France second with Y11,13 per ton; Russia third with Y3,75; Italy fourth with Y3,66; America fifth with Y2,17; Germany sixth with 81 sen; and England seventh with 56 sen per ton.

It is evident that the Japanese subsidy is in vogue, the shipping trade shows very little headway in comparison with other countries. This year's shipping subsidy in Japan shows an increase of three million yen on that of last year, and it is more than probable that it will go on increasing year after year, unless an amendment of the law is introduced.

Optimal cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 19th of May, at Noon.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 26th of May, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 26th of May, at 9.30 A.M.

All claims must reach us before the 30th of May, 1908, or they will not be recognized.

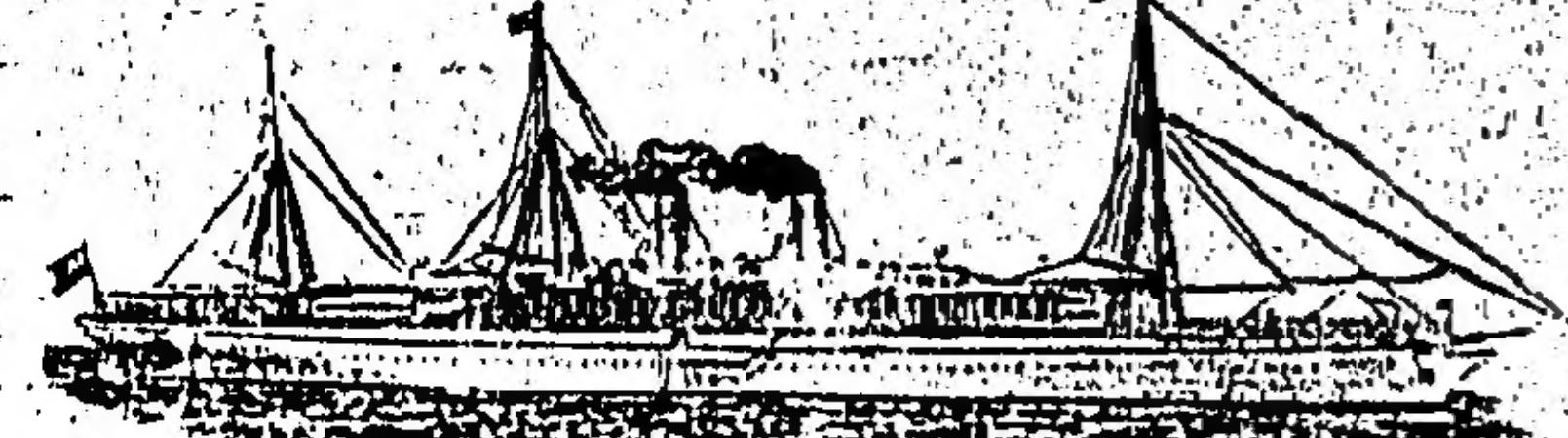
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## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
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The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.

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"M.S. "EMPRESS OF CHINA"	6,000	THURSDAY, June 4th	JUNE 22D	
"EMPRESS OF INDIA"	6,000	SATURDAY, June 6th	JULY 4th	
"LEN. OX."	3,700	THURSDAY, June 18th	JULY 17th	
"EMPRESS OF JAPAN"	6,000	SATURDAY, July 4th	JULY 25th	
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th	
"GLENFARG"	6,000	SATURDAY, July 25th	Sept. 15th	
S.S. "LENNOX" and "GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th	
"EMPEROR" steamships	6,000	SATURDAY, Aug. 15th		
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"EMPEROR" steamships depart from Hongkong at 4 P.M.				
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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting with VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10.

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SPECIAL THROUGH RATES (First and 1st) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

	For	Ship	On
SHANGHAI		WU ANG	FRIDAY, 22nd May, Noon.
MANILA		LOU VSANG	FRIDAY, 22nd May, 4 P.M.
TIENTSIN		CHEONGSHING	SATURDAY, 23rd May, Noon.
SHANGHAI, YOKOHAMA, KOBE		FOOKSANG	WED'DAY, 27th May, Noon.
MANILA		YUE VSANG	FRIDAY, 29th May, 4 P.M.
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RETURN TOURS TO JAPAN.			

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The steamers *Kutang*, *Nansing* and *Fokang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island 6½), and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

General Managers. [10] Hongkong, 19th May, 1908.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.	
AMOY & SHANGHAI	"YOCHOW"	21st May, 4 P.M.	
WEIHAIWEI, CHEFOO & TIENTSIN	"HUCHOW"	23rd May	
MANILA	"TAMING"	26th	
HOIHOW & HAIPHONG	"SINGAN"	27th	Daylight
CEBU & ILOILO	"KAIFONG"	27th	4 P.M.
MANILA, ZAMBOANGA, THURSDAY			
IS. COOKTOWN, CAIRNS, TOWN-SVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	"TAIYUAN"	28th	

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

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Hongkong, 20th May, 1908. [13]

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	1540	Almond	MANILA	SATURDAY, 23rd May, at Noon.
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For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 16th May, 1908. [11]

## HONGKONG—NEW YORK.

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"LOWTHER CASTLE" ..... On or about the 23rd May, 1908.

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## DEVELOPMENTS IN KOREA.

All accounts agree that the Japanese military force in Korea is to be immediately increased by one brigade, thus bringing its establishment up to two divisions, together with 5,000 gendarmes and four squadrons of cavalry. The programme of operations is to be radically changed. Hitherto, the order has been to place the police in the front line, the gendarmes in the second and the military in the third, but this system will now be reversed, the military taking the lead and the police acting in the third line. It is said to be now fully recognized that the insurgents have lost their political character and are to be regarded as bandits pure and simple. If they are left unchecked they will reduce the country to a desert, and, therefore, no compunction need be felt in dealing drastically with them. The troops are to be divided into small detachments, distributed throughout the thirteen provinces of Korea, and as their operations will be carried on simultaneously, it will be difficult for the insurgents to escape the meshes of the net thus drawn over the land. It is further stated that no limit of time will be set for the operations of the troops, and that they will be kept permanently in Korea if necessary. Of course all this must tend materially to tighten Japan's grasp on Korea. Whether she wishes it or not the mission of governing the Peninsula is gradually being forced upon her, and Korea's so-called friends have to reflect that their injudicious propaganda of riotous resistance has largely contributed to this end.—*The Japan Daily Mail.*

## COMMERCIAL.

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Do. demand	105/5/16
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Germany—Bank T.T.	1,864
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Shanghai—Bank T.T.	748
Singapore—Bank T.T. per H.K. \$100	708
Japan—Bank T.T. ....	87
Java—Bank T.T. ....	107
Buying.	9 11/16
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6 months' sight L/C. ....	9 13/16
30 days' sight San Francisco & New York	444
4 months' sight do. ....	454
30 days' sight Sydney and Melbourne	9 15/16
4 months' sight France	2.28
6 months' sight " " ....	2.30
4 months' sight Germany	1.864
Bar Silver	24
Bank of England, rate	3%
Sovereign	51.15

## SHIPPING AND MAILS.

MAILS DUE.

Indian (Fookang) 25th inst.

Indian (Laisang) 1st prox.

The Silk ex s.s. *Trident* arrived in New York on 23rd ult.

The s.s. *Suria* from New York left Singapore for Hongkong on 19th inst.

The Imperial German Mail s.s. *Prinz Regent Luitpold*, which left here on 21st ult., at noon, arrived at Genoa yesterday, at 3 p.m.

The M. & Co.'s s.s. *Tonkin*, with the French mail of the 26th ult., and mails from London of the 25th ult., will leave Saigon on 22nd inst., at 8 a.m., and may be expected to arrive here on 25th inst., and will leave for Shanghai and Japan on the same afternoon.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.—

On the 20th at 11:55 a.m. The barometer has risen considerably on the N.E. coast of China, and a slight increase of pressure has taken place in S. China.

Pressure is highest over S.W. China, and lowest over Shantung.

Gradients are slight generally, and light variable winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, Variable winds, light; fine.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Prin Sigismund, Ger. s.s., 1,244, D. Lenz, 10th May.—Kobe 13th May, Gen.—M. & Co.
Meeloo, Ch. s.s., 1,319, J. MacArthur, 10th May.—Shanghai 16th May, Gen.—C. M. & S. Co.
Carl Diederichsen, Ger. s.s., 774, J. Kayser, 10th May.—Haiphong 17th May, Rice.—J. & Co.
Moyne, Br. s.s., 3,216, J. Millichan, 10th May.—Singapore 14th May, Gen.—B. & S.
Desbighshire, Br. s.s., 2,448, J. P. Haffner, 10th May.—Shanghai 15th May, Gen.—S. T. & Co.
Choyang, Br. s.s., 1,424, A. E. Sandbach, 10th May.—Canton 10th May, Gen.—J. M. & Co.
Dalton, Mass., 1,000, J. Sakur, 20th May.—Swatow 17th May, Gen.—O. S. K.
Lighthill, Br. s.s., 1,474, J. D. D. D. 10th May.—San Francisco 14th May, Gen.—D. & Co. Ltd.

## TELEGRAMS.

Progress, Ger. s.s., 1,400, The Scheng, 16th May.—Saigon 11th May, Rice—Asgard
Thoresen & Co.
Quinta, Ger. s.s., 987, F. Frahn, 2nd May.—Tingting 15th April, Coal—S. & Co.
Reidar, Nor. s.s., 2,271, C. Stangebrek, 14th May.—Molli, th. May, Coal—Asgard
Thoresen & Co.
Rubi, Br. s.s., 1,411, R. W. Almond, 18th May.—Manila 16th May, Gen.—S. T. & Co.
Sabine Rickmers, Dut. s.s., 573, Freis, 15th May.—Fochow, 10th May, Rice and Flour.—A. P. & Co.
Taiwan, Br. s.s., 1,201, F. D. Northcombe, 20th May.—Canton 10th May, Gen.—B. & S.
Huichow, Br. s.s., 1,217, R. Forsyth, 20th May.—Tientsin 10th May, and Chefoo 15th Gen.—B. & S.
Wotang, Br. s.s., 1,127, L. F. G. Hussey, 20th May.—Shanghai 10th May, Gen.—J. M. & Co.

## Clearances at the Harbour-Office

Merfoo, for Canton.

Choyang, for Swatow.

Ocean, for Canton.

Glenfore, for Keelung.

Penang, for Panang.

Amigo, for Hoihow.

Sign-l, for Haiphong.

Tilikong, for Macassar.

Ningpo, for Takao.

Huichow, for Canton.

## Departures

May 20.

Prins Elize Friedrich, for Europe.

Prins Heinrich, for Shanghai, &c.

Clara MacMillan, for San Francisco.

Kamtschka Maru, for Saigon.

Andalatua, for Shanghai.

Amigo, for Haiphong.

Choyang, for Canton.

## Passenger arrivals

Per Denbighshire, from Shanghai for London

Mr. Lewry.

Per Prins Sigismund, from Kobe for Sydney

Messrs. Murchison, Tukow, and family, and Pastuchow.

Per Hatchine, from Coast Ports—Messrs. A. E. Parker, F. W. Spencer, W. E. Goolsby, R. A. Currie, MacKintosh, Wandres, Mr. Mrs. Miss and Master Haselton and nine, and 13 Chinese.

Per Lightning, from Calcutta, &c.—H. E. Chang Yin Sang, High Commissioner to H. I. M. the Emperor of China, Messrs. Ho T. Lentenlin, I. on, Yen, He Chow, Dr. Chih, Mr. C. B. Whish, Rev. A. Shaw, Mr. Chang, and 335 Chinese.

Passenger departed.

Per Prins Heinrich, for Shanghai—Mr. H. Shide and child, Miss N. Compton, Mr. and Mrs. Ringmann and servant, Mr. and Mrs. Caldus and a child, Miss Caldas, Messrs. G. Ambrogego, V. Emilio and W. Kincher. For Nagasaki—Mr. Ohama, Messrs. Yamano, Hayashi and G. Bush. For Yokohama—Messrs. W. T. Payne, Chan Yack, Mr., Mrs. and Miss Summer.

## Shipping Reports

Mr. Lightning, from Calcutta, &c.—Weather fine and clear, smooth seas.

Mr. Hatching, from Coast Ports.—Cloudy with light to moderate variable winds—smooth seas.

Mr. Denbighshire, from Shanghai.—Thick fog and heavy rain to Turnabout light rains to Hougho g.

Mr. Ningpo, from Shanghai.—Light variable winds and rain to Breaker Point and from there to port light W.S.W. wind and fine.

Mr. Wacca, from Shanghai, &c.—Light variable winds and much fog and rain to Swatow in light wind and fine clear weather.

## VESSELS IN PORT.

## STEAMERS.

Aki Maru, Jap. s.s., 3,005, M. Vagi, 12th May.—Seattle 14th April, via Japan and Shanghai 14th May, Fleur, Milk Lumber.—N. Y. K. Anhbin, Ger. s.s., 1,001, Kumpel, 17th May.—Bangkok 8th May, and Swatow 16th May, Rice—B. & S.
Antilochus, Br. s.s., 1,006, G. D. Keay, 11th May.—Tarcina 13th April, Gen.—B. & S.
Arratoon Apçar, Br. s.s., 2,931, H. Stewart, 18th May.—Calcutta, Straits and Singapore 19th May, Gen.—D. S. & Co. Ltd.
Borneo, Ger. s.s., 1,344, F. Semibill, 17th May.—Sandakan 12th May, Timber and Gen.—M. & Co.
Derwent, Br. s.s., 1,156, J. Jenkins, 10th May.—Saigon 15th May, Rice—Mau Fat & Co.
Empress of China, Br. s.s., 3,045, R. Archibald, R.N.R., 1st May.—Vancouver, B.C., 1st April, and Shanghai 2nd May, Mails and Gen.—C. P. R. Co.
Germany, Ger. s.s., 761, H. Filz, 18th May.—Sydney via Ports 6th April; Copra—S. & Co.
Haiphong, Fr. s.s., 1,000, Pomfret, 22nd April.—Haiphong 18th April; Ballast—Wilks and Jacks.
Hanni, Fr. s.s., 742, J. Ransier, 18th May.—Haiphong and Hoihow 17th May, Gen.—A. R. M.
Laertes, Br. s.s., 2,004, J. Riley, 18th May.—Hankow 12th May, Gen.—B. & S.
Loongsang, Fr. s.s., 1,010, S. I. Payne, 18th May.—Manila 15th May, Gen.—J. M. & Co.
Loosan, Ger. s.s., 774, J. Kayser, 10th May.—Haiphong 17th May, Rice—J. & Co.
Mandar, Nor. s.s., 1,193, K. Gabrielesen, 11th May.—Saigon 6th May, Gen.—A. P. & Co.
Mongolia, Am. s.s., 8,700, H. E. Morton, 12th May.—San Francisco 14th April, Home 12th May, Yokohama 3rd May, Kobe 1st May, Nagasaki 7th, and Shanghai 10th, Malacca and Gen.—P. M. S. Co. Ltd.
Nerlie, Dut. s.s., 1,150, Wester, 15th May.—Haihow 6th May, Ballast—A. K. & Co.
Phakho, Br. s.s., 1,348, J. P. Haffner, 10th May.—Shanghai 15th May, Gen.—S. T. & Co.
Phayao, Br. s.s., 1,244, A. E. Sandbach, 10th May.—Canton 10th May, Gen.—J. M. & Co.
Shanghai, Fr. s.s., 1,000, J. Sakur, 20th May.—Swatow 17th May, Gen.—O. S. K.
Swatow, Fr. s.s., 1,000, J. Sakur, 20th May.—San Francisco 14th April, Home 12th May, Nagasaki 7th, and Shanghai 10th, Malacca and Gen.—P. M. S. Co. Ltd.
Wanli, Am. s.s., 8,700, H. E. Morton, 12th May.—San Francisco 14th April, Home 12th May, Nagasaki 7th, and Shanghai 10th, Malacca and Gen.—P. M. S. Co. Ltd.

Steamers Entered.					
Vessel	From	Agent	To	Date	
Tenyu Maru	Japan	T. K. E.	May 21	May 21	
Kahima Maru	Mojii	N. Y. K.	May 21	May 21	
Wakasa Maru	Y				

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 51.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	£1,500,000 \$15,000,000 \$20,000,000	£2,000,387	Final of £2 on old and £1.10/- on new shares for 1906 ending 31.12.07	51 1/2
National Bank of China, Limited	99,025	£7	£6	£12,735 \$12,000,000	£71,293	£2 (London 3/6) for 1901	...
Marine Insurances.							
Canton Insurance Office, Limited	10,000	\$150	\$50	£1,500,000 \$10,000,000	NONE	£20 for 1906	81 1/2
North China Insurance Company, Limited	10,000	£15	£5	£1,100,000 £14,8942	£1,204,424	Final of 7/6 per share making in all 15/- for 1906—£14,265	6 1/2
Union Marine Society of Canton, Limited	12,400	\$150	\$100	£1,500,000 \$100,000 \$456,407	£3,526,011	Final of 5/5 making £5 for 1906 and interim of 1/3 for 1907	51 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$60	£1,000,000 \$100,000 \$456,407	£92,763	£17 and bonus £3 for 1906	101 1/2
Fire Insurances.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	£1,500,000 \$15,000	£72,432	£6 and bonus £3 for 1906	84 1/2
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	£1,500,000 \$15,000	£28,027	£17 for 1906	88 1/2
Shipping.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	£7,000 \$204,618	£1,053	£1 for 1906	...
Douglas Steamship Company, Limited	20,000	\$50	\$50	£7,000 \$36,988	Nil	£4 for year ending 30.12.07	10 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	£7,000 \$250,000 \$75,000	£16,437	£1 for 1906	88 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£60,000 \$70,000	£3,694	£1 for 1906 @ ex 2/2—£1.24 per share	51 1/2
Do. (Deferred)	6,000	£5	£5	£70,000			51 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 £400,000	Tls. 74,510	Final of Tls. 1/2 making Tls. 31 for 1907	71 1/2
"Shell" Transport and Trading Company, Limited	2,000,000	£5	£5	£1,875 \$55,000	£172,370	Second interim of 1/- (Coupon No. 9 for 1/-) for 1907	48 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	£15,957	£137	£1.00 for year ending 30.12.07	3 1/2
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 419,479 £62,000 £8,000	£18,730	Final of Tls. 1/2 making Tls. 6 for 1906	12 1/2
Refineries.							
China Sugar Refining Company, Limited	20,000	£100	£100	£450,000	£9,218	£8 for year ending 31.12.06	...
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 8,035	Tls. 10 for 1907	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	£100,000		Tls. 10 (8 1/2) for year ending 31.8.06	...
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£150,000 £84,398	£11,556	Interim of 1/6 (No. 10) for account 1908	7 1/2
Hub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	£11,358	No. 10 of 1/—=£1.40	18 1/2
Docks, Wharves & Godowns.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	104,124	£3,726	£1.75 for year ending 31.12.06	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	6,000	\$50	\$50	£10,000 £6,86	£3,556	Final of 1/2 making £3 1/2 for 1907	68 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	£100,000 \$100,000	£44,442	Final of 5/4 making £8 for 1907	71 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	£18,459	Interim of Tls. 2/4 for six months ending 31st October, 1907	7 1/2
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,157 Tls. 75,000 Tls. 125,000	£16,226	Final of Tls. 9 making Tls. 17 for 1907	7 1/2
Land, Hotels & Buildings.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 £30,000 \$1,000	Tls. 6,532	Tls. 6 for 1907	6 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	£64,000	£24 for year ending 30.6.07	42 1/2	
Central Stores, Limited	50,125	\$25	\$25	£1,000	£1.80 for 1906	...	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	£64,075	...	...	...
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	£43,075	...	...	...
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	£250,000 £237,426	£36,915	Final of 1/3 making £7 1/2 for 1907	7 1/2
Kowloon Land and Building Company, Limited	6,000	\$10	\$10	£50,000	4,621	Final of 1/3 making £7 1/2 for 1907	7 1/2
Shanghai Land Investment Company, Limited	78,000	\$10	\$10	none	1653	70 cents for 1907	64 1/2
West Point Building Company, Limited	12,500	\$10	\$10	£1,523,045 Tls. 170,000	Tls. 107,517	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	7 1/2
Cotton Mills.					£1.54	Final of Tls. 10 making Tls. 17 for 1907	81 1/2
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 25,763	£18,807	10 cents for year ending 31.7.07	41 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	£60,000	£14,269	10 cents for year ending 31.7.07	41 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	£150,000	£18,519	Tls. 6 for year ended 30.9.06 (8 1/2)	...
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	£18,519	Tls. 8 for 1906	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,457	£10,663	Tls. 10 for 1906	...
Miscellaneous.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,999	£638	1/3 per share for 1906	9 1/2
China-Borneo Company, Limited	60,000	£12	£12	£25,000	Nil	£1.20 for 1907	11 1/2
China Light and Power Company, Limited	50,000	£10	£10	none	...	60 cents for year ended 28.2.06	...
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	£10,000	£3,593	80 cents for 1907	9 1/2
Dairy Farm Company, Limited	25,000	£7	£6	£50,000	£2,974	£1.30 for year ending 31.7.07	6 1/2
Green Island Cement Company, Limited	400,000	£10	£10	£12,000	£15,078	Final of 75 cents making in all £1 1/2 for 1907	2 1/2
Hall & Hollis, Limited	21,000	£20	£20	£186,000	£15,002	£2 1/2 for year ending 28.2.07	2 1/2
Hongkong Electric Company, Limited	60,000	£10	£10	none	£9,331	£1 and bonus 20 cents for year ending 29.2.08	7 1/2
Hongkong Ice Company, Limited	5,000	£25	£25	£12,000	£4,578	Final of 1/15 making in all £1 1/2 for 1907	6 1/2
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	£100,000	8,191	Final of £1.20 making in all £1 1/2 for 1907	6 1/2
Maatschappij tot Mijns-, Bosch- en Landbouwzaak	25,000	Ge. 100	Ge. 100	Tls. 547,500	Tls. 17,127	Final of Tls. 10 for 28 for 1st quarter	2 1/2
Peak Tramways Company, Limited	25,000	£10	£10	£5,000	£5,000	80 cents on fully paid shares and 6 cents on 1/2 £1 paid shares for year ending 30.4.08	4 1/2
Peak Tramways Company (new)	50,000	£10	£10	none	...	...	...
Philippine Company, Limited	75,000	£10	£10	Nil	...	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 for 1907	7 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	19 1/2
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 18,331	Final of 37/6 making 5/2 for 1907	...
South China Morning Post, Limited	6,000	£25	£25	none	...	None	...
Steam Laundry Company, Limited	20,000	£5	£5	none	£41,934	40 cents for year ending 31.5.07	68 1/2
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,728	Tls. 6 1/2 for year ending 30.4.07	...
Union Waterboat Company, Limited	50,000	\$10	\$10	£4,000	£1,111	50 cents for 1907	4 1/2
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	£35,000	£1,360	80 cents on 9,000 ord. shares and £10.80 on 100 founders shares for yr. end. 31.5.07	68 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	£300,000	£5,482	Interior of 30 cents for account 1907	61 1/2
William Powell, Limited	15,000	\$10	\$10	£25,000	£41	Final of 30 cents making 80 cts. for the year ended 30th June, 1906	...

\* These shares are entitled to half of the profits.

## SHARE QUOTATIONS.